

REPORT

STAT

DATE OF INFORMATION 1949

DATE DIST. 19 Jul 1949

NO. OF PAGES 2

SUPPLEMENT TO
REPORT NO.

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SOURCE: Newspapers as indicated.

NEW SHIPS FOR MERCHANT MARINE -- Politika, No 13256, 5 Jun 49

The new motor ship Makedonija, now under construction in a Rotterdam shipyard, was started in Hamburg under the name Viktorija.

According to the original plan, the ship was to have been built to the following specifications: length 144.86 meters, beam 18.60 meters, draught 7.30 meters, capacity 9,000 tons, power, a 3,350-horsepower MAN (Mannheim-Ansbach-Burg-Burg A. G.) Diesel engine, speed 13 knots per hour.

Although the ironwork had been finished by the beginning of the war, only 5 percent of the engine installation had been completed. The ship was severely damaged by bombing and a new engine had to be purchased. A contract has been signed with a Dutch firm for construction of a new 5,000-horsepower Sulzer engine which is to be finished at the same time as the final work on the ship. The more powerful engine will mean greater speed than the original plan specified.

The Makedoniya is of the open shelter-deck type, with a raised forecastle and poop. It has five holds for cargo and will have 12 electric cranes and 13 derricks of 4 to 5 tons each for loading and unloading. Beside the foremast there will be a derrick which can lift up to 80 tons of cargo. This derrick will not operate in connection with the electric cranes near the mast; but with the aid of the winch used for weighing the anchor. This is not on the forecastle, as is generally the case, but under it.

Most cabins for the crew will be amidships and some astern. All quarters for the crew correspond fully to regulations. The Makedonija will also have cabins for 12 passengers.

The motor ship Srbija, formerly the Drvar, will be delivered this summer, and the Makedonija will be completed around the beginning of 1950. Both will be assigned to the Yugoslav Navigation Line. The two ships are new and almost alike in construction, type, capacity, power, and speed. Both will be very suitable for use on long voyages.

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MODERN MOTOR SHIP RAISED -- Borba, No 132, 6 Jun 49

Rijeka -- Divers and other skilled workers of the "Brodospas" (Ship Salvage) Enterprise have raised the Loki, a large ocean-going motor ship. It was sunk by Anglo-American aircraft in 1945 as it was returning to Rijeka harbor, under the German flag, from its first test voyage around Kvarner Bay.

The Loki will be assigned to the Yugoslav Navigation Line. Its capacity is 4,573 gross register tons, length 108 meters, and breadth 15 meters. It was built by modern shipbuilding principles and is capable of great speed.

The Loki was under water for 3 years. Salvage operations began in April 1948. The ship proved to be in bad condition, and its salvage posed several new problems. The ship was lying on its side with its bow under the wharf. It had to be dragged 18 meters out from shore, holes and openings had to be closed up, and all iron parts above the deck which might interfere with raising the ship had to be removed. The work took more than 7 months.

The ship first appeared at the surface in the middle of January 1949. Sixteen large cylinders filled with compressed air were used to raise it. At the critical moment a rope around several cylinders broke, and the ship disappeared again. In the second attempt, after working day and night, the workmen succeeded in raising the Loki. The entire salvage operation took a year.

PROGRESS ON A MAJOR SHIP CANAL -- Politika, No 13260, 10 Jun 49

This year's work on the Danube-Tisa-Danube Canal is concentrated in two areas, south of Bezdan, and around Potporanj in the vicinity of Vrsac. Completion of the canal will mean the creation of a net of navigable canals, regulation of the level of underground water, elimination of floods, more land available for cultivation, irrigation, the shortening of the water route from Bezdan to Backa Palanka by 90 kilometers, and the erection of several power plants. Marshy land that cannot be drained will be transformed into rice fields.

Water from Guzajna Creek is already flowing along a section of the bed of the new canal 5 kilometers long. So far this section is only 6 meters wide, although the canal will be 100 meters wide in places. The greatest depth, 20 meters, will be at Potporanj. The earthwork on the canal will be 20 times more extensive than on the Brotherhood and Unity Highway.

Three excavators are now at work along the bank of the canal. A large excavator made of old parts of a worn-out excavator brought from Slovenia is working at the deepest part of the canal. This excavator was built entirely by human power, without the use of cranes, although certain parts weighed 2 or 3 tons.

About 15 facilities for regulating the course of the canal and the flow of water into it are under construction or planned. At Bezdan, exploration of the site is still in progress. About the middle of May a bulldozer was put into service near Backi Monastor, and the first excavator arrived.

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